



COMDTINST M16501.6  
13 NOV 2000

COMMANDANT INSTRUCTION M16501.6

Subj: OPERATIONAL MISSION PERFORMANCE EXPECTATIONS – GROUPS, STATIONS, AIDS  
TO NAVIGATION TEAMS

1. PURPOSE. This Manual establishes operational mission performance expectations for Coast Guard groups, stations, and aids to navigation teams. These units are essential to the achievement of each of the Coast Guard's five strategic goals and 14 of the 18 Coast Guard performance goals. These performance expectations address those items that directly provide or affect the provision of service to and interaction with the public and the achievement of Coast Guard strategic goals. Numerous other tasks not listed herein (e.g., boat maintenance, crew training, etc.) are required in order to ensure our capability to provide these services. Establishment of operational mission performance expectations for these units in this instruction is necessary to:
  - a. Articulate expectations throughout the chain of command.
  - b. Provide a means to compare expectations to actual capabilities.
  - c. Assess current and future resource requirements.
  - d. Identify incremental and decremental performance expectation changes so that workload and resource impacts can be recognized.
2. ACTION. Commandant (G-OCS), district commanders, unit commanders at Coast Guard groups, stations, and aids to navigation teams shall ensure compliance with the provisions of this instruction. They also apply to "activities" and "section" offices, and stations with primary aids to navigation responsibilities, insofar as they perform the tasks normally associated with groups, stations, and ANTs respectively.
3. DIRECTIVES AFFECTED. None

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A																										
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4. PROCEDURE. This manual and modifications to it are the only authorized vehicle for establishing new operational mission performance expectations and requirements for groups, stations, and aid to navigation teams. All levels of command and staff must exercise the utmost care to avoid inadvertently creating new performance expectations without using this process to identify and provide the necessary resources.
- a. Commandant (G-OCS) is responsible for maintenance of this manual and shall update it at least biennially.
  - b. District commanders shall use this instruction to establish specific operational mission performance expectations (measures, goals) for their units that are tailored to the threat level/ mission needs in each unit's area of responsibility, identify resource shortfalls preventing units from meeting expectations, and as a basis for resource requests addressing such shortfalls.
  - c. Headquarters Program and Facility Managers and Area and District Commanders shall, as necessary, request modification of these performance expectations from the Assistant Commandant for Operations. Such a request will discuss:
    - (1) Resource requirements,
    - (2) Plans to obtain and provide required resources,
    - (3) Impact on support systems, and
    - (4) Impact on other mission areas.
  - d. Unit commanders at Coast Guard groups, stations, and aid to navigation teams shall use this instruction as a reference of performance expectations. Additional responsibilities include:
    - (1) Identifying gaps between current performance and the performance expectations identified herein.
    - (2) Present updated information to district commanders on performance expectations gaps and provide suggestions on how to eliminate/limit gaps.

Encl: (1) Performance Expectations: Assumptions and Definitions  
(2) Performance Expectations: Groups  
(3) Performance Expectations: Stations  
(4) Performance Expectations: Aid to Navigation Teams

## **ASSUMPTIONS AND DEFINITIONS**

### **1.0 ASSUMPTIONS**

- 1.1 Unless otherwise noted, responsibilities lie only in a unit's area of responsibility (AOR).
- 1.2 Stations are (generally) multi-mission, single event capable. Stations are generally resourced to participate in only a single mission at given time.
- 1.3 Unless otherwise noted, weather conditions, risk assessment, and coxswain discretion dictate whether the performance expectations may be accomplished.
- 1.4 Regional differences in individual opareas will dictate mission priority. Operational commanders will prioritize missions.
- 1.5 Fatigue standards may impact mission accomplishments.
- 1.6 Unless otherwise noted, all performance expectations are to be performed 24X7X365.
- 1.7 Unless otherwise noted, all performance expectations are to be performed up to the capabilities of current resources assigned to a specific unit.
- 1.8 Every member of Team Coast Guard - Active Duty, civilian, Reserve, and Auxiliary - work together to meet these performance expectations.
- 1.9 In those instances where a live watch is available less than 24X7, the continuous nature of the performance expectation exists only during periods of a live watch.

### **2.0 DEFINITIONS**

#### Active Sensor

Any sensor requiring external assistance for receipt or transmission of information; e.g., two-way radio, data bases.

#### AMIO

Alien Migrant Interdiction Operations

#### AOR

Area of Responsibility

#### ATONIS

Aids to Navigation Information System

Enclosure (1) to COMDTINST M16501.6

AZIP

Arrival Zone Interdiction Plan

BNM

Broadcast Notice to Mariners

BUSL

Buoy boat stern loading

CFIVSA

Commercial Fishing Industry Vessel Safety Act

CG (Coast Guard)

Includes Active Duty, Reserve, Auxiliary, and civilian employees of the Coast Guard.

Control Point

Responsibility of Groups to control the communications infrastructure.

COTP

Captain of the Port

DF

Direction Finding

DRF

Discrepancy Response Factor

DVL

Digital Voice Logger

EOD

Explosive Ordnance Disposal Unit

EMS

Emergency Medical Service

FLNA

Foreign Language Needs Assessment

Hazardous Atmosphere

Any harmful condition in the air, water, or surroundings encountered during mission execution; e.g., presence of chemicals, gases, or other damaging substances.

HAZWOPR

Hazardous Waste Operator (a level of training/qualification to perform certain limited functions).

HVA

High Value military Assets

IAMSAR

International Aeronautical and Maritime Search and Rescue Manual

LEAN Model

Law Enforcement Asset Needs Projection Model

LMR

Living Marine Resources

MAR

Mission Analysis Report

MARB

Maritime Assistance Request Broadcast

MEDEVAC

Medical Evacuation

MISLE/MSN

Marine Information for Safety and Law Enforcement/Marine Safety Network

NDRSMP

National Distress and Response System Modernization Project

Near Real Time

The time delay in receiving or transmitting information via any system requiring human intervention for performance.

NOAA

National Oceanographic and Atmospheric Agency

NOK

Next of Kin

Non-CG (Non Coast Guard)

Any persons, platforms, or waterway users who are not members of the Coast Guard.

OSC<sup>2</sup>

On Scene Command and Control

OPCON

Operational Commander

OSC

On Scene Commander

Passive Sensor

Any sensor that receives or transmits information with no external assistance, e.g., EPIRB.

PDD

Presidential Decision Directive

Performance Expectations

Consists of a behavior, condition, and standard. The behavior specifies the act to be performed. The conditions are those circumstances surrounding the action - weather, how often, what time of day. The standard is the level to which the behavior must be performed.

PIW

Person in the Water

Project Kimball

Year long project examining and documenting the work, support, and personnel needs and requirements of Groups, Stations, and ANTs. Kimball will document gaps, investigate root causes, and develop solutions.

RBM/RBS Project

Response Boat Medium/Response Boat Small Project

RCC

Rescue and Coordination Center

Real Time

The condition that exists in receiving/transmitting information through a system requiring no human intervention for performance, e.g., changing radar picture.

SIV

Special Interest Vessel

SMC

SAR Mission Coordinator

SOF

Special Operations Forces

SOP

Standard Operating Procedures

SRU

Surface Response Unit

TOI

Target of Interest

UMIB

Urgent Marine Information Broadcast

WAMS

Waterways Analysis Management System

WYTL

65' Harbor Tug

**GROUP**

<b>COMMAND AND CONTROL (C3)</b>		
<b>PERFORMANCE EXPECTATION</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>C3 1.0 SENSE</b>		
C3 1.1 Collect, maintain, and update information from available sources in near real time on conditions affecting mission execution and resource coordination, including, asset availability and capability.	To limits of in place technology	NDRSMP
C3 1.2 Collect, maintain, and update information from available sources in near real time on weather conditions and sea state affecting mission execution.	To limits of in place technology	Auto WX project
C3 1.3 Collect, maintain, and update information regarding local, state and federal agency response capabilities.	To limits of in place technology	
C3 1.4 Receive and transmit communications and information (position, operational status) to/from all Coast Guard and non-Coast Guard response assets.	To limits of in place technology	NDRSMP
C3 1.5 Continuously collect information from available sources on conditions affecting mission execution and resource coordination, including asset availability and asset capability.	To limits of in place technology	NDRSMP Readiness Group
C3 1.6 Monitor frequencies of CG and non-CG assets during joint operations as necessary.	To limits of in place technology	NDRSMP
<b>C3 2.0 ASSESS</b>		
C3 2.1 Assess information received from passive and active sensors regarding environmental conditions affecting mission execution.	To limits of in place technology	
C3 2.2 Continuously, maintain comprehensive tactical overview of CG/non-CG assets during SAR missions.	To limits of in place technology	NDRSMP
<b>C3 4.0 DECIDE</b>		
C3 4.1 Coordinate multiple resources, both CG and non-CG; adjust for asset performance and changing conditions for the duration of the operation.	To limits of in place technology	NDRSMP
RBS 4.2 Maintain communications/radio guard for assets 24 hours/day as necessary.	To limits of in place technology	NDRSMP



**GROUP**

<b>HAZARDOUS MATERIAL (HAZ)</b>		
<b>PERFORMANCE EXPECTATION</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>HAZ 2.0 ASSESS</b>		
HAZ 2.1 Collect and maintain information on hazardous materials routinely located within AOR, shipped within AOR, or transiting AOR.		OSC <sup>2</sup> System
HAZ 2.2 Assess information received from passive and active sensors regarding possible exposure to hazardous materials using CRIS Manual to ensure proper directions are provided to subordinate unit's to ensure personnel safety.	To limits of in place technology	OSC <sup>2</sup> System

<b>SEARCH AND RESCUE (SAR)</b>		
<b>PERFORMANCE EXPECTATION</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>SAR 1.0 SENSE</b>		
SAR 1.1 Continuously monitor and record all SAR distress frequencies and receive all calls broadcasted using nationally and internationally accepted forms of communication, including automated alerts or alert relays, as determined by the SAR Coordinator, and the National Distress Response System (NDRS).	To limits of in place technology	NDRSMP, GMDSS
SAR 1.2 Receive emergency or potential emergency information from other sources.	To limits of in place technology	NDRSMP, GMDSS
SAR 1.3 Continuously receive, via passive means, the position of distress callers within a 25 square nautical miles (nm) accuracy.	To limits of in place technology	NDRSMP, GMDSS
SAR 1.4 Collect and record SAR incident data from the reporting source.	To limits of in place technology	NDRSMP, GMDSS
SAR 1.5 While conducting SAR, receive information in near-real-time from CG resources, all appropriate federal, state, and local agencies and the maritime public.	To limits of in place technology.	NDRSMP
SAR 1.6 Continually monitor and record applicable CG working frequencies.	To limits of in place technology	DVL, NDRSMP

**GROUP**

<b>SAR 2.0 ASSESS</b>		
SAR 2.1 Evaluate SAR incident data collected to determine the nature of distress, the appropriate emergency phase classification, and what action should be taken.		
SAR 2.2 Use every available means (e.g., DF, high site analysis, recording playback, queries) to determine validity of, and narrow the search for, uncorrelated distress alerts.	To limits of in place technology	NDRSMP
<b>SAR 3.0 DECIDE</b>		
SAR 3.1 Determine when to assume/shift duties of SAR Mission Coordinator.		
SAR 3.2 Upon notification of distress, determine search object and datum corrected for movement over time, to within two nautical miles.	To limits of in place technology	
SAR 3.3 Designate non-distress cases and comply with Maritime SAR Assistance Program requirements.		
SAR 3.4 Select SRU capable of launching within 30 minutes and arriving on-scene within 2 hours of notification.		
SAR 3.5 Prioritize SAR mission demands by using appropriate SAR emergency phases while carrying out multiple SAR cases.		
<b>SAR 4.0 ACT</b>		
SAR 4.1 Perform the duties of SAR Mission Coordinator in accordance with IAMSAR Manual Volumes 1,2,3 and the CG Addendum to the National SAR Manual.	To limits of in place technology	
SAR 4.2 Communicate with reporting sources on all nationally and internationally accepted frequencies or other means (e.g., phone) regarding maritime distress reports.	To limits of in place technology.	NDRSMP, GMDSS
SAR 4.3 Communicate with CG resources, federal, state and local agencies, and the maritime public while conducting SAR operations.	To limits of in place technology	NDRSMP
SAR 4.4 Within 15 minutes of initial notification issue an Urgent Marine Information Broadcast (UMIB) for the purpose of notifying boaters and mariners in the area of the distress situation. Rebroadcast the UMIB every 15 minutes for the first hour and every 30 minutes thereafter for until distress is resolved.		NDRSMP

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SAR 4.5 Initiate response to distress within 5 minutes of notification.		
SAR 4.6 Direct SAR facility/unit to launch within 30 minutes of notification and arrive on scene within 2 hours.		
SAR 4.7 Conduct search <u>planning</u> using the most efficient and effective methods available to locate 95 percent of all search incident objects, except flare sighting and uncorrelated MAYDAYs		
SAR 4.8 Conduct single or multi unit search <u>planning</u> using the most efficient and effective methods to detect search incidents as small as a PIW with a 90 percent probability of detection on the first search.		To be developed
SAR 4.9 Act as net control for all VHF-FM distress communications and routine CG communications, assign/monitor CG working and maritime distress frequencies, controlling high site usage, etc.	To limits of in place technology	NDRSMP
SAR 4.10 Coordinate proper response for MEDICO and MEDEVAC cases.		
SAR 4.11 Disseminate SAR action plan to SRU, OSC, RCC, and other applicable parties.		NDRSMP
SAR 4.12 Issue MARB and monitor cases determined to be non-distress until closure or determination that case requires CG intervention.	To limits of in place technology	NDRSMP
SAR 4.13 Disseminate pertinent SAR information to other commands/agencies for the purpose of optimizing their contribution to the SAR response and/or for their investigative efforts both during and after active case (e.g., hoaxes).		
SAR 4.14 Coordinate NOK notifications in cases of loss of life or unlocated persons, using local authorities whenever possible.		
SAR 4.15 Plan appropriate response to large scale SAR events, including: passenger ship casualty, international incidents and mass casualty incidents, using both CG and non CG resources within the Group AOR.		NDRSMP

**GROUP**

<b>RECREATIONAL BOATING SAFETY (RBS)</b>		
<b>PERFORMANCE EXPECTATION</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>RBS 1.0 SENSE</b>		
RBS 1.1 Receive reports of negligent, unsafe boating activities 24 hours/day.	To limits of in place technology	NDRSMP, MISLE, MSN
RBS 1.2 Receive information regarding accident, fatality, and injury events 24 hours/day.	To limits of in place technology	NDRSMP, MISLE, MSN
RBS 1.3 Receive information regarding level of compliance of individual vessels boarded 24 hours/day.	To limits of in place technology	NDRSMP, MISLE, MSN
<b>RBS 2.0 ASSESS</b>		
RBS 2.1 Determine when and where the greatest likelihood of recreational boating safety regulation violations will occur (location or times of year) to focus RBS efforts as Group and subordinate unit resources permit.	Make estimates as able with existing information from State and LEIS data	MISLE, MSN
RBS 2.2 Determine if a boating accident report is required whenever informed of a boating mishap.		
<b>RBS 3.0 DECIDE</b>		
RBS 3.1 Plan missions to sample and assess RBS compliance rates.		To be developed
RBS 3.2 Plan recreational boating safety operations using all available resources to conduct random boardings on 10 percent of recreational boats operating in the requisite AOR each year.	Make estimate and execute as possible.	MISLE, MSN, Staffing Study, LEAN model
<b>RBS 4.0 ACT</b>		
RBS 4.1 Coordinate missions to sample and assess RBS compliance rates. Report to HQ program manager.		To be developed
RBS 4.2 Coordinate recreational boating safety operations using all available resources to conduct random boardings on 10 percent of recreational boats.	Make estimate and execute as possible.	MISLE, MSN, Staffing Study, LEAN model
RBS 4.3 Relay necessary information to boaters regarding safety/security zones, waterway closures, etc.	To limits of in place technology	NDRSMP

**GROUP**

RBS 4.4	Direct response within 30 minutes of notification to all reports of violations of special local regulations or permit conditions.		
RBS 4.5	Direct response within 30 minutes of notification to all reports of conflicts between commercial and recreational mariners.		
RBS 4.6	Direct response within 30 minutes of notification to all reports of negligent or unsafe vessel operation.		
RBS 4.7	Coordinate Marine Event Patrol Commander duties.		

**MARITIME ENVIRONMENTAL PROTECTION (MEP)**

<b>PERFORMANCE EXPECTATION</b>		<b>Current Expectation</b>	<b>Future Plans</b>
<b>MEP 1.0</b>	<b>SENSE</b>		
MEP 1.1	Receive information from Coast Guard and non Coast Guard sources regarding MEP incidents 24 hours per day.	To limits of in place technology	NDRSMP
<b>MEP 2.0</b>	<b>ASSESS</b>		
MEP 2.1	Participate with the cognizant MSO/COTP in waterway risk assessment to determine patrol requirements for subordinate units.		
MEP 2.2	Determine appropriate resources to meet requests for assistance from COTP.		
<b>MEP 3.0</b>	<b>DECIDE</b>		
MEP 3.1	Coordinate and liaison with COTP to determine the location/frequency of harbor patrols for subordinate stations.		
<b>MEP 4.0</b>	<b>ACT</b>		
MEP 4.1	Integrate into the Incident Command System structure as requested by the Federal On-Scene Coordinator.		
MEP 4.2	Notify cognizant MSO regarding any incident relating to MEP (i.e., any incident with pollution potential or any reported or observed pollution incident).		

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MEP 4.3	Upon COTP request direct resources to provide assistance to the COTP in support of their operational missions.		
MEP 4.4	Respond to own generated pollution incidents.		
MEP 4.5	Communicate changes in waterway status to affected mariners.	Broadcast Notice to Mariners	

**SHORT RANGE AIDS TO NAVIGATION (SRA)**

<b>PERFORMANCE EXPECTATION</b>		<b>Current Expectation</b>	<b>Future Plans</b>
<b>SRA 1.0</b>	<b>SENSE</b>		
SRA 1.1	Receive information, 24 hours per day regarding discrepant aids to navigation, hazards to navigation, waterway closures, and waterway users needs.	To limits of in place technology	NDRSMP
<b>SRA 2.0</b>	<b>ASSESS</b>		
SRA 2.1	Assess status of waterways and ATON following natural disaster within 24 hours for critical waterways and up to 72 hours for all other waterways.	From overflights and other information	
SRA 2.2	Conduct Waterways Analysis Management System (WAMS) assessments of all assigned waterways every five years.	As able with current staff and training	Staffing Study
<b>SRA 3.0</b>	<b>DECIDE</b>		
SRA 3.1	Upon notification of discrepancy, determine proper unit to clear/repair/retrieve/replace discrepant aid in accordance with Discrepancy Response Factor standards.	As able with current staff and training	Staffing Study
<b>SRA 4.0</b>	<b>ACT</b>		
SRA 4.1	Relay discrepancy information to units with primary and secondary responsibility for the aid (and selected response unit if assigned units incapable) such that discrepancy response can be completed in accordance with Discrepancy Response Factor standards.	To limits of in place technology	NDRSMP
SRA 4.2	Issue BNM regarding discrepant aids and hazards to navigation within 6 hours of notification.	To limits of in place technology	NDRSMP

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SRA 4.3 Within 24 hours for critical waterways and 72 hours for all other waterways, task and coordinate multiple resources to respond to and repair aid discrepancies following natural disaster within timeframe outline in applicable District SOP, adjust for asset performance and changing conditions for duration of the operation.	To limits of in place technology and as able with current staff	NDRSMP, Staffing Study
SRA 4.4 CO or their representative shall conduct an inspection of all major fixed ATON annually.	As able with current staff	Staffing Study
SRA 4.5 Ensure lighthouses are managed/maintained IAW National Historical Preservation Act (NHPA).	As able with current staff	Staffing Study

**ICE OPERATIONS (IO)**

<b>PERFORMANCE EXPECTATION</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>IO 2.0 ASSESS</b>		
IO 2.1 During ice season, assess daily traffic demand, waterway conditions, ice conditions, weather conditions, ice breaking capability, and ice breaking availability.	To limits of in place technology Traffic demand info provided by the cognizant MSO.	To be developed
<b>IO 3.0 DECIDE</b>		
IO 3.1 Determine/request proper unit to provide icebreaking services.		
<b>IO 4.0 ACT</b>		
IO 4.1 Relay status of waterways to waterway users <u>as needed</u> .	Broadcast Notice to Mariners	NDRSMP
IO 4.2 Task icebreaking resources to maintain the flow of commerce through critical waterways <u>as needed</u> .		

**GROUP**

<b>ENFORCEMENT OF LAWS AND TREATIES (ELT)</b>		
<b>PERFORMANCE EXPECTATION</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>ELT 1.0 SENSE</b>		
ELT 1.1 Receive requests for foreign language support.	To limits of existing foreign language capabilities	Foreign Language Needs Assessment (FLNA)
ELT 1.2 Continuously receive near-real-time intelligence information passively via Coast Guard and non Coast Guard sources.	To limits of in place technology and resources	NDRSMP
<b>ELT 2.0 ASSESS</b>		
ELT 2.1 Assess intelligence information in support of <b>drug, migration, and fisheries</b> law enforcement operations.	To limits of in place technology	MISLE, MSN
ELT 2.2 Develop quarterly threat assessments for incorporation into applicable district threat assessment.	To limits of in place technology	MISLE, MSN
<b>ELT 3.0 DECIDE</b>		
ELT 3.1 Determine case specific lead agency designation based on National Drug Enforcement Strategy.		
ELT 3.2 Plan law enforcement operations to detect 80 percent of all significant <b>LMR</b> violations in high threat areas within 50 nm of the coast or the Group AOR	Make estimate and execute as possible	AZIP, MISLE, MSN, Staffing Study, LEAN Model
ELT 3.3 Plan law enforcement operations to detect 20 percent of all significant <b>LMR</b> violations in low threat areas within 50 nm of the coast or the Group AOR.	Make estimate and execute as possible	AZIP, MISLE, MSN, Staffing Study, LEAN Model
ELT 3.4 Plan law enforcement operations to seize 50 percent of estimated <b>drug</b> flow in high threat areas within 50 nm of the coast or the Group AOR.	Make estimate and execute as possible	AZIP, MISLE, MSN, Staffing Study, LEAN Model
ELT 3.5 Plan law enforcement operations to annually board 20 percent of the U.S. <b>fishing fleet</b> operating in <u>high threat</u> areas within 50 nm of the coast or the Group AOR.	Make estimate and execute as possible	AZIP, MISLE, MSN, Staffing Study, LEAN Model



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ELT 3.6 Plan law enforcement operations to annually board 10 percent of the U.S. <b>fishing fleet</b> operating in <u>low threat</u> areas within 50 nm of the coast or the Group AOR.	Make estimate and execute as possible	AZIP, MISLE, MSN, Staffing Study, LEAN Model
ELT 3.7 Coordinate law enforcement operations to intercept 100 percent of detected <b>drug</b> TOIs within 50 nm of the coast or the Group AOR.	To limits of in place technology	NDRSMP, AZIP
ELT 3.8 Coordinate law enforcement operations to interdict 40 percent of <b>drug</b> trafficking events in <u>high threat</u> areas within 50 nm of the coast or the Group AOR.	Make estimate and execute as possible	AZIP, MISLE, MSN, Staffing Study, LEAN Model
ELT 3.9 Coordinate law enforcement operations to intercept 100 percent of detected <b>migrant</b> TOIs within 50 nm of the coast or the Group AOR.	To limits of in place technology	AZIP, NDRSMP
ELT 3.10 Plan law enforcement operations within 50 nm of the coast or the Group AOR to hold the flow of undocumented <b>migrants</b> entering the U.S. via maritime routes to no more than 13 percent of estimated entry attempts.	Make estimate and execute as possible	AZIP, MISLE, MSN, Staffing Study, LEAN Model
ELT 3.11 Plan law enforcement operations to intercept 40 percent of <b>migrant</b> events in <u>high threat</u> areas within 50 nm of the coast or the Group AOR.	Make estimate and execute as possible	AZIP, MISLE, MSN, Staffing Study, LEAN Model
ELT 3.12 Plan operations within 50 nm of the coast or the Group AOR to meet the provisions of the Marine Mammal Protection Act, Endangered Species Act, NOAA's Marine Sanctuary Program, and the National Invasive Species Act of 1996.		
<b>ELT 4.0 ACT</b>		
ELT 4.1 Coordinate near-real-time foreign language communications capability for subordinate units.	As able with current resources	FLNA
ELT 4.2 Coordinate response to all known <b>LMR, counter-drug, AMIO and CFIVSA</b> violations within 30 minutes of notification.	To limits of in place technology	AZIP, NDRSMP, MISLE, MSN, Staffing Study, LEAN Model
ELT 4.3 Coordinate, assess, and disseminate near-real-time intelligence from both Coast Guard and other agency sources.		

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ELT 4.4 Coordinate law enforcement operations to detect 80 percent of all significant <b>LMR</b> violations in high threat areas within 50 nm of the coast or the Group AOR.	Make estimate and execute as possible	AZIP, NDRSMP, MISLE, MSN, Staffing Study, LEAN Model
ELT 4.5 Coordinate law enforcement operations to detect 20 percent of all significant <b>LMR</b> violations in low threat areas within 50 nm of the coast or the Group AOR.	Make estimate and execute as possible	AZIP, NDRSMP, MISLE, MSN, Staffing Study, LEAN Model
ELT 4.6 Coordinate law enforcement operations to seize 50 percent of estimated <b>drug</b> flow in high threat areas within 50 nm of the coast or the Group AOR.	Make estimate and execute as possible	AZIP, NDRSMP, MISLE, MSN, Staffing Study, LEAN Model
ELT 4.7 Coordinate law enforcement operations to annually board 20 percent of the U.S. <b>fishing fleet</b> operating in high threat areas within 50 nm of the coast or the Group AOR.	Make estimate and execute as possible	NDRSMP, MISLE, MSN, Staffing Study, LEAN Model
ELT 4.8 Coordinate law enforcement operations to annually board 10 percent of the U.S. <b>fishing fleet</b> operating in low threat areas within 50 nm of the coast or the Group AOR.	Make estimate and execute as possible	NDRSMP, MISLE, MSN, Staffing Study, LEAN Model
ELT 4.9 Coordinate law enforcement operations to intercept 100 percent of detected <b>drug</b> TOIs within 50 nm of the coast or the Group AOR.	Make estimate and execute as possible	AZIP, NDRSMP, MISLE, MSN, Staffing Study, LEAN Model
ELT 4.10 Coordinate law enforcement operations to interdict 40 percent of <b>drug</b> trafficking events in high threat areas.	Make estimate and execute as possible	AZIP, NDRSMP, MISLE, MSN, Staffing Study, LEAN Model
ELT 4.11 Coordinate law enforcement operations to intercept 100 percent of detected <b>migrant</b> TOIs within 50 nm of the coast or the Group AOR.	Make estimate and execute as possible	NDRSMP, MISLE, MSN, Staffing Study, LEAN Model

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ELT 4.12 Coordinate law enforcement operations within 50 nm of the coast or the Group AOR to hold the flow of undocumented <b>migrants</b> entering the U.S. via maritime routes to no more than 13 percent of estimated entry attempts.	Make estimate and execute as possible	NDRSMP, MISLE, MSN, Staffing Study, LEAN Model
ELT 4.13 Coordinate law enforcement operations to intercept 40 percent of <b>migrant</b> events in high threat areas within 50 nm of the coast or the Group AOR.	Make estimate and execute as possible	NDRSMP, MISLE, MSN, Staffing Study, LEAN Model
ELT 4.14 Provide law enforcement related information to applicable District and subordinate field units to allow effective decision making in support of law enforcement operations.	To limits of in place technology	MISLE, MSN,
ELT 4.15 Coordinate operations within 50 nm of the coast or the Group AOR to meet the provisions of the Marine Mammal Protection Act, Endangered Species Act, NOAA's Marine Sanctuary Program, and the National Invasive Species Act of 1996.	To limits of in place technology	NDRSMP

<b>MARINE SAFETY AND SECURITY (MSS)</b>		
<b>PERFORMANCE EXPECTATION</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>MSS 1.0 SENSE</b>		
MSS 1.1 Receive information regarding advance notification of bulk liquid cargo transfers and designated dangerous cargo transfers within the port area and at anchorages 24 hours/day.	To limits of in place technology	NDRSMP
MSS 1.2 Receive information regarding advance notice of arrival/departure of Special Interest Vessels (SIVs) 24 hours/day.	To limits of in place technology	NDRSMP
MSS 1.3 Receive information regarding commercial vessels and port activities 24 hours/day.	To limits of in place technology	NDRSMP
MSS 1.4 Receive information 24 hours/day from subordinate units regarding potential need for termination of commercial vessels.	To limits of in place technology	NDRSMP
MSS 1.5 Receive information from the COTP regarding closures of navigable waterways and other port conditions requiring CG action.	To limits of in place technology	NDRSMP

**GROUP**

MSS 1.6 Receive permit applications for marine events from marine event sponsors.		Staffing Study
MSS 1.7 Continuously receive up to date consolidated intelligence information via secure and non secure sources.	To limits of in place technology	NDRSMP
<b>MSS 2.0 ASSESS</b>		
MSS 2.1 Assess all requests for CG response as potential WMD incidents in accordance with COMDT COGARD 171300Z APR 00.		
<b>MSS 3.0 DECIDE</b>		
MSS 3.1 Determine appropriate unit for response to COTP requests.		
MSS 3.2 Coordinate and liaison with COTP to determine the location/frequency of harbor patrols for subordinate stations.		
MSS 3.3 Determine appropriate unit(s) to support marine events.		
<b>MSS 4.0 ACT</b>		
MSS 4.1 Communicate verbal COTP orders to commercial vessels.		
MSS 4.2 Coordinate support, security, and escort services in support of other agencies.		
MSS 4.3 Relay information to the COTP at time of initial contact regarding advance notification of bulk liquid cargo transfers and designated dangerous cargo transfers within the port area and at anchorages 24 hours/day.		
MSS 4.4 Relay information to the COTP at time of initial contact regarding advance notice of arrival/departure of Special Interest Vessels (SIVs) 24 hours/day.		
MSS 4.5 Relay information concerning requests for termination of commercial vessels to COTP.		NDRSMP
MSS 4.6 Coordinate marine event application permit action with the cognizant MSO/COTP.		
MSS 4.7 Coordinate with COTP to assign Patrol Commander and coordinate patrols and enforce safety/security zones in support of marine events		

**GROUP**

MSS 4.8 Task subordinate units in support of closures of navigable waterways and other port conditions requiring Coast Guard presence/ enforcement.		
MSS 4.9 Communicate information to the boating public regarding the status and establishment of limited access areas or regulated navigational areas.		NDRSMP
MSS 4.10 Upon request of COTP task appropriate asset to assist in marine casualty investigations.		
MSS 4.11 Coordinate asset response to assist CG responders in Weapons of Mass Destruction incident(s).	To be developed	To be developed
MSS 4.12 Relay Marine Information Broadcasts and Urgent Marine Information Broadcasts in order to provide accurate, relevant, and timely information to facilitate safe commerce, reduce risk of accidents, and protect the environment.		
MSS 4.13 Effectively disseminate marine safety information to commercial and recreational boaters in coastal areas and waterways.	To limits of in place technology	NDRSMP

<b>DEFENSE OPERATIONS (DO)</b>		
<b>PERFORMANCE EXPECTATION</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>DO 1.0 SENSE</b>		
DO 1.1 Receive up to date consolidated intelligence information via secure and non-secure sources.		
DO 1.2 Communicate with DOD assets during joint operations.	To limits of in place technology	NDRSMP
DO 1.3 Receive and report intelligence information to determine impact on sensors and unit capabilities, vulnerability of vessels, facilities, and waterways to intentional damage and mission progress.	To limits of in place technology	To be developed, Staffing Study
DO 1.4 Coordinate with the cognizant MSO/ COTP to identify critical incident reporting infrastructure as defined by PDD-63 in the Group area of responsibility.		

**GROUP**

<b>DO 2.0 ASSESS</b>		
DO 2.1 Determine potential threat levels to CG assets and execution of assigned missions in the Group area of responsibility.	Make estimate and execute as possible	To be developed
DO 2.2 Maintain near real time, comprehensive tactical overview of assets availability including disposition, movement, intentions, and capabilities of own forces.	To limits of in place technology	NDRSMP, Readiness Group
<b>DO 4.0 ACT</b>		
DO 4.1 Provide resources to protect strategic ports in support of CG Forces.	As able with current resources	MAR
DO 4.2 Coordinate with the cognizant MSO/COTP to provide response to damage or consequences resulting from an intentional disruption to critical infrastructure.		MAR
DO 4.3 Support MSO in providing appropriate response for military environmental response operations.		MAR

**PUBLIC AFFAIRS (PA)**

<b>PERFORMANCE EXPECTATION</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>PA 1.0 SENSE</b>		
PA 1.1 Receive requests for public affairs support.		
PA 1.2 Seek out communications outreach opportunities.		
<b>PA 4.0 ACT</b>		
PA 4.1 Engage and educate local, state, and federal elected officials, the media, and the community on CG issues and matters of concern.		
PA 4.2 Promote public understanding and support the Coast Guard; keep the community and media informed of Coast Guard activities.		

**GROUP**

<b>UNIT READINESS (UR)</b>		
<b>PERFORMANCE EXPECTATION</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>UR 2.0 ASSESS</b>		
UR 2.1 Ensure subordinate unit's operational readiness to perform all assigned duties.		

**STATION**

<b>COMMAND, CONTROL, AND COMMUNICATIONS (C3)</b>		
<b>PERFORMANCE EXPECTATION</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>C3 1.0 SENSE</b>		
C3 1.1 While carrying out missions, collect information on activities of CG and non-CG SAR assets, including assets of opportunity.	To limits of in place technology	
C3 1.2 While conducting missions, receive information in near real time from CG resources, all appropriate federal, state, and local agencies, and the maritime public.	To limits of in place technology	
C3 1.3 Receive and transmit communications and information (position, operational status) to/from all Coast Guard and non-Coast Guard response assets during a response.	To limits of in place technology	NDRSMP, Staffing Study
C3 1.4 Continuously collect information from available sources on weather conditions affecting mission execution and resource coordination.	To limits of in place technology	WX Monitoring & Watchtower Project
C3 1.5 Continuously collect information from available sources on conditions affecting mission execution and resource coordination, including asset availability and asset capability.	To limits of in place technology	Readiness Group
<b>C3 2.0 ASSESS</b>		
C3 2.1 Assess environmental conditions affecting mission execution.		
<b>C3 4.0 ACT</b>		
C3 4.1 Coordinate multiple resources, CG and non-CG.		
C3 4.2 Provide comprehensive tactical picture of assigned Coast Guard assets and waterway status to OPCON.	To limits of in place technology	NDRSMP (Coast Guard assets), Readiness Group
C3 4.3 Perform required daily weather reports as required by District Commander and in accordance with COMDTINST 3140.3D, Coastal Weather Program and COMDTINST 3140.2D, Marine Weather Observation and Reporting.	As required by District Commander	Negotiated reduction in requirements w/non-CG agencies.



**STATION**

C3 4.4	Communicate to the waterway users all closures of navigable waters as directed by the District Commander.	To limits of in place technology	NDRSMP, Staffing Study
C3 4.5	Communicate mission related information via secure means.	To limits of in place technology	NDRSMP
C3 4.6	Disseminate information regarding hazards to navigation to waterway users as directed by the District Commander.	To limits of in place technology	NDRSMP

<b>HAZARDOUS MATERIALS (HM)</b>		<b>Current Expectations</b>	<b>Future Plans</b>
<b>HM 1.0</b>	<b>SENSE</b>		
HM 1.1	In accordance with HAZWOPR training, detect hazardous atmospheres or possible exposure to hazardous materials to safeguard personnel.	To limits of in place technology	To be determined
<b>HM 2.0</b>	<b>ASSESS</b>		
HM 2.1	IAW HAZWOPR training assess information received from passive and active sensors regarding hazardous atmospheres, affecting missions, and possible exposure to hazardous materials.	To limits of in place technology	To be determined

<b>SEARCH AND RESCUE</b>		
<b>PERFORMANCE EXPECTATION</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>SAR 1.0</b>	<b>SENSE</b>	
SAR 1.1	Receive distress calls, except automated alerts, properly broadcasted using nationally and internationally accepted forms of communication as required by the District Commander.	To limits of in place technology NDRSMP
SAR 1.2	Collect SAR incident data from reporting sources.	To limits of in place technology NDRSMP
<b>SAR 2.0</b>	<b>ASSESS</b>	
SAR 2.1	Evaluate SAR incident data collected to determine nature of distress, appropriate emergency phase, and actions to be taken.	To limits of in place technology NDRSMP

**STATION**

SAR 2.2 Assess individual SRU performance during and upon completion of SAR response.		
SAR 2.3 Use every available means to determine validity of, and narrow the search for, uncorrelated distress alerts.	To limits of in place technology	NDRSMP
<b>SAR 3.0 DECIDE</b>		
SAR 3.1 Modify plans as required to address changing on scene conditions, advising SMC of all major changes.		
SAR 3.2 Initiate action within 5 minutes of initial notification of distress.		
SAR 3.3 Conduct initial SAR planning using the most efficient and effective methods available until relieved of planning responsibilities.		
<b>SAR 4.0 ACT</b>		
SAR 4.1 Disseminate information regarding distress and non-distress situations to waterway users as directed by the District Commander.	To limits of in place technology	NDRSMP
SAR 4.2 Launch a Search and Rescue unit within 30 minutes of notification of distress.		
<b>SAR 5.0 LOCATE</b>		
SAR 5.1 Safely execute SAR action plan as specified by SMC.		
<b>SAR 6.0 TRANSIT</b>		
SAR 6.1 Transit to arrive on scene at datum or within the search area within 2 hours of notification.		RBM project
<b>SAR 7.0 TRANSPORT</b>		
SAR 7.1 Transport up to 250 pounds of rescue equipment.		
SAR 7.2 Transport up to five survivors to safety.		
SAR 7.3 Transport up to 47 cubic feet of rescue equipment.		
<b>SAR 8.0 TRANSFER</b>		
SAR 8.1 Transfer up to four persons familiar with at sea evolutions to distressed vessels.		

**STATION**

SAR 8.2	Transfer up to 5 persons unfamiliar with at sea evolutions from distressed vessels.		
SAR 8.3	Transfer patient requiring MEDEVAC to a helicopter.		
SAR 8.4	Transfer rescue equipment, and up to one surface swimmer into the water.		
<b>SAR 12.0</b>	<b>REMAIN ON STATION</b>		
SAR 12.1	Remain on station up to 8 hours inclusive of transit time.		
<b>SAR 13.0</b>	<b>DAMAGE CONTAINMENT</b>		
SAR 13.1	Conduct fire suppression to save lives.	Up to capabilities of current equipment	To be determined
SAR 13.2	De-water vessels.	Up to capabilities of current equipment	To be determined
SAR 13.3	Provide emergency repair assistance sufficient to patch or plug a hole 12 square inches or less.		
<b>SAR 14.0</b>	<b>MEDICAL SERVICES</b>		
SAR 14.1	Provide lifesaver or higher level of medical treatment including triage, transportation, and medical evacuation (MEDEVAC) to 100 percent of the people needing medical assistance on-scene.	Provide first aid.	Lifesaver
<b>SAR 15.0</b>	<b>TOW</b>		
SAR 15.1	Tow vessels up to 150 displacement tons or up to 65 feet in length.	To capability of assigned boats	RBM project

**RECREATIONAL BOATING SAFETY (RBS)**

<b>PERFORMANCE EXPECTATION</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>RBS 1.0 SENSE</b>		
RBS 1.1 Plan missions to sample and assess RBS compliance rates.	Make estimate and execute as	To be developed

**STATION**

<b>RBS 2.0 ASSESS</b>		
RBS 2.1 During boardings, determine the vessel's level of compliance with all applicable laws and regulations, including the existence of an especially hazardous condition.		
<b>RBS 3.0 DECIDE</b>		
RBS 3.1 During boardings, determine appropriate action (violation, termination, warning, citation) based on level of compliance with applicable regulations.		
<b>RBS 4.0 ACT</b>		
RBS 4.1 During boardings, educate recreational boaters regarding applicable information on boating safety and navigation regulations, impact of noncompliance, enforcement options, and recall/defect information, etc.		
RBS 4.2 When assisting recreational boaters involved in accidents, advise boaters of their legal requirement to report the accident to the appropriate authorities.		
RBS 4.3 Perform patrol commander duties as directed to enforce special regulations, safety or security zones, and encourage safety of participants and spectators.		
RBS 4.4 Respond within 30 minutes to public complaints or reported incidents of negligent or unsafe recreational vessel operation.		
RBS 4.5 Respond within 30 minutes to public reports of conflicts between commercial and recreational mariners.		
RBS 4.6 Respond immediately to observed incidents of negligent or unsafe recreational vessel operation.		
RBS 4.7 Respond immediately to observed conflicts between commercial and recreational mariners.		
<b>RBS 5.0 LOCATE</b>		
RBS 5.1 Locate vessels reported to be operating negligently.		
RBS 5.2 Locate vessels in violation of regulations regarding marine events.		
<b>RBS 6.0 TRANSIT</b>		
RBS 6.1 Transit to location of marine event, reported negligent or unsafe operation, or general operating area where boating occurs.		

**STATION**

<b>RBS 7.0</b>	<b>TRANSPORT</b>		
RBS 7.1	Transport up to 5 people requiring no special attention.		
RBS 7.2	Transport up to 4 persons familiar with at sea evolutions.		
<b>RBS 9.0</b>	<b>BOARD</b>		
RBS 9.1	Board vessels observed or reported to be operating negligently (i.e., negligent or gross negligent operation).		
RBS 9.2	Board 10 percent of recreational vessels in AOR up to 65 feet in length on selected waterways during times of high boating activity on high risk waterways.	Make estimate and execute as possible	MISLE, MSN, Staffing Study, LEAN Model
<b>RBS 11.0</b>	<b>TAKE CONTROL</b>		
RBS 11.1	Terminate the use of those recreational vessels whose operation creates an especially hazardous condition to themselves or others.		
<b>RBS 12.0</b>	<b>REMAIN ON STATION</b>		
RBS 12.1	Remain on station up to 8 hours (including transit time) at <u>selected</u> locations/waterways during <u>selected</u> time periods (i.e., holiday weekends with high recreational boating activity) based on demonstrated likelihood of mixed vessel type congestion and high risk of accidents, personal injuries, or fatalities.		

**MARINE ENVIRONMENTAL PROTECTION (MEP)**

<b>PERFORMANCE EXPECTATION</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>MEP 1.0</b>	<b>SENSE</b>	
MEP 1.1	Receive and transmit information from vessels regarding discharge of pollutants. Relay to appropriate authority.	
MEP 1.2	Visually detect illegal discharges of oil and hazardous substances from observed vessels and facilities whenever a unit resource is underway.	
MEP 1.3	Receive and relay information to COTP from any commercial vessels providing advance notice of arrival in a port area.	

**STATION**

MEP 1.4 Receive scheduling information via group from COTP regarding commercial vessels requiring safety/security zones or those that may not be permitted to enter port area without undergoing an inspection.		
<b>MEP 2.0 ASSESS</b>		
MEP 2.1 Participate with the group and COTP in waterway risk assessment to determine patrol requirements.		
MEP 2.2 Observe and report set and drift of floating pollutants, day or night, in moderate weather conditions, subject to HAZWOPR restrictions.		OSC <sup>2</sup>
MEP 2.3 Observe and report pollutant characteristics including thickness of slick, day or night in moderate weather subject to HAZWOPR restrictions.		OSC <sup>2</sup>
MEP 2.4 Observe and report observations regarding ship collisions, strandings, or other incidents creating grave and imminent danger to the coastline of the U.S.		
MEP 2.5 During patrols, detect illegal discharges of oil and hazardous substances from vessels and facilities, day or night, in moderate weather conditions and report results.		
<b>MEP 3.0 DECIDE</b>		
MEP 3.1 Determine resource requirements for patrols needed to meet COTP/Group developed criteria.		
MEP 3.2 Determine if additional response resources are needed for all MEP incidents.		
<b>MEP 4.0 ACT</b>		
MEP 4.1 Take oil spill samples day or night, in moderate weather conditions, as directed by the on-scene coordinator subject to HAZWOPR restrictions.	As able with HAZWOPR restrictions, current training and staffing	To be developed
MEP 4.2 Deploy boom and absorbents, day or night, in moderate weather conditions as directed by the COTP via the Group, subject to HAZWOPR restrictions.	As able with HAZWOPR restrictions, current training and staffing	
MEP 4.3 Act as the First Federal Official On Scene in accordance with the National Contingency Plan until the MSO arrives.	To be developed	To be developed

**STATION**

MEP 4.4	Conduct patrols, based on risk assessment.	To be developed	To be developed
MEP 4.5	Implement unit portion of the Incident Action Plan items as required by Incident Commander.	Execute actions as directed by OPCON	
MEP 4.6	Enforce waterways management measures (enforce safety zone, etc.) to facilitate response.	Execute actions as directed by OPCON	MAR
MEP 4.7	Enforce COTP orders precluding vessels not complying with port-entry requirements from entering port.	Execute actions as directed by OPCON	MAR
<b>MEP 5.0</b>	<b>LOCATE</b>		
MEP 5.1	Visually detect reported waterborne pollution while on patrol.		
MEP 5.2	Detect and report all observed vessels actively engaged in prohibited dumping or other polluting activities whenever unit resource is underway.		
<b>MEP 6.0</b>	<b>TRANSIT</b>		
MEP 6.1	Transit to enforce safety/security zones in designated ports and approaches in seas up to 8 feet within 2 hours of notification.		
MEP 6.2	Transit to location of lightering zones in designated ports and approaches in seas up to 8 feet within 2 hours of notification.		
<b>MEP 7.0</b>	<b>TRANSPORT</b>		
MEP 7.1	Transport up to 500 pounds of response equipment (non-HazMat).		
MEP 7.2	Transport up to five mission specialists.		
MEP 7.3	Transport up to 500 pounds of recovered material subject to HAZWOPR requirements.		
<b>MEP 10.0</b>	<b>INSPECT</b>		
MEP 10.1	Board recreational and commercial fishing vessels up to 65 feet in length to ensure compliance with marine safety, pollution, and prevention regulations.		

**STATION**

<b>SHORT RANGE AIDS TO NAVIGATION (SRA)</b>		
<b>PERFORMANCE EXPECTATION</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>SRA 4.0 ACT</b>		
SRA 4.1 Provide information as discrepancies are noted, during normal and directed underway operations, regarding the status and condition of all ATON, including hazards to navigation to the Operational Commander.		
<b>SRA 6.0 TRANSIT</b>		
SRA 6.1 Transit to ATON in seas of less than 8 feet.		
<b>SRA 7.0 TRANSPORT</b>		
SRA 7.1 Transport up to 5 mission specialists in seas up to 4 feet, winds up to 30 knots.		
SRA 7.2 Transport up to 2 cubic yards of equipment/material in seas up to 4 feet, winds up to 30 knots.		
<b>SRA 8.0 TRANSFER</b>		
SRA 8.1 Transfer up to 5 persons to floating ATON in seas up to 4 feet, winds up to 30 knots, and currents up to 3 knots in exposed, semi-exposed, and protected environments.		
SRA 8.2 Transfer up to 5 persons to work/repair fixed ATON in semi-exposed and protected environments in sea conditions up to a significant-wave height of 4 feet, winds up to 30 knots, and currents up to 4 knots, in depths of water from 2-25 feet.		
SRA 8.3 Transfer buoys (up to 75 lbs.) and sinker with mooring (up to 75 lbs.) from deck to water for temporary replacement of missing/discrepant ATON in exposed, semi-exposed, and protected environments in sea conditions up to a significant-wave height of 4 feet, winds up to 30 knots, and currents up to 3 knots.		
<b>SRA 12.0 REMAIN ON STATION</b>		
SRA 12.1 Remain on station up to one hour while ATON personnel work floating ATON in exposed, semi-exposed, and protected environments in sea conditions up to 4 feet, winds up to 30 knots and currents up to 3 knots.		



**STATION**

SRA 12.2	Remain on Station up to 2 hours while ATON personnel work to repair fixed ATON in semi-exposed and protected environments in sea conditions up to 4 feet, winds up to 30 knots, and currents up to 4 knots in water depths from 2-25 feet.		
<b>SRA 15.0</b>	<b>TOW</b>		
SRA 15.1	Tow buoys up to 15 tons to return to approximate position or to clear the waterway.		
<b>SRA 19.0</b>	<b>POSITIONING SERVICE</b>		
SRA 19.1	Check position of aids to navigation with DGPS accuracy.	To limits of in place technology	
<b>SRA 20.0</b>	<b>REMOVE</b>		
SRA 20.1	Remove all detected floating hazards to navigation either by removing from water or towing to shore (subject to HAZWOPER restrictions).		

**ICE OPERATIONS (IO)**

<b>PERFORMANCE EXPECTATION</b>		<b>Current Expectation</b>	<b>Future Plans</b>
<b>IO 1.0</b>	<b>SENSE</b>		
IO 1.1	During ice season, collect and report ice conditions daily.		

**ENFORCEMENT OF LAWS AND TREATIES (ELT)**

<b>PERFORMANCE EXPECTATION</b>		<b>Current Expectation</b>	<b>Future Plans</b>
<b>ELT 1.0</b>	<b>SENSE</b>		
ELT 1.1	In low threat LMR areas of the EEZ, detect 20 percent of all significant LMR violations occurring within U.S. territorial waters (i.e., inside 12 nm).	Make estimate and execute as possible (in place technology, available information, training)	MISLE, MSN, Staffing Study, LEAN Model

**STATION**

ELT 1.2 In high threat LMR areas of the EEZ, detect 80 percent of all significant LMR violations occurring within U.S. territorial waters (i.e., inside 12 nm).	Make estimate and execute as possible (in place technology, available information, training)	MISLE, MSN, Staffing Study, LEAN Model
ELT 1.3 While underway, classify and identify 100 percent of detected targets and target activity at a range of 3 nm, with at least 5nm of visibility.	To limits of in place technology	To be developed
ELT 1.4 Detect 100 percent of contraband on all vessels boarded.	To limits of in place technology	TBD, AZIC
ELT 1.5 While underway, track by visual or electronic means, all vessels (including wood and plastic vessels) 15 feet and greater in length at a range of up to 5 nm, in seas up to 8 feet for up to 6 hours.	To limits of in place technology	RBM Project
ELT 1.6 Identify persons encountered during a boarding who have committed serious breaches of criminal law.	To limits of in place technology	MISLE, MSN
<b>ELT 2.0 ASSESS</b>		
ELT 2.1 While underway, assess targets to determine if they are targets of interest at ranges of up to 3 nm.	To limits of in place technology	MISLE, MSN
<b>ELT 3.0 DECIDE</b>		
ELT 3.1 Determine appropriate action after an assessment has been made that a target is a TOI or non-TOI.		
ELT 3.2 Determine the authorized use of force to compel compliance with CG orders.		
<b>ELT 4.0 ACT</b>		
ELT 4.1 Respond to all reported drug violations in progress within 30 minutes of notification.		
ELT 4.2 Respond to all reported fishing violations in progress within 30 minutes of notification.		
ELT 4.3 Properly document all domestic living marine resource violations and take appropriate action.		
ELT 4.4 Respond to reported migrant/AMIO violations within 30 minutes of notification.		

**STATION**

ELT 4.5	Take appropriate law enforcement action for each suspect encountered.		
ELT 4.6	Respond to all vessel incidents involving violent acts or other criminal activities within 30 minutes of notification.		
<b>ELT 5.0</b>	<b>LOCATE</b>		
ELT 5.1	While underway, detect by visual or electronic means wood or plastic vessels, 15 feet and greater in length at a range of up to 5 nm and communicate related information via secure means.	To limits of in place technology	To be developed
ELT 5.2	Detect drug trafficking events in high threat areas within 50 nm of the coast or the Group AOR.	To limits of in place technology	MISLE, MSN, AZIP, Staffing Study, LEAN Model
ELT 5.3	Detect migrant events in high threat areas within 50 nm of the coast or the Group AOR.	To limits of in place technology	MISLE, MSN, AZIP, Staffing Study, LEAN Model
<b>ELT 7.0</b>	<b>TRANSPORT</b>		
ELT 7.1	Transport up to 2 cubic yards of contraband.		
ELT 7.2	Transport up to 500 pounds of contraband.		
ELT 7.3	Transport up to 250 pounds of equipment.		
ELT 7.4	Transport detainees in groups of five.		
ELT 7.5	Transport prisoners in groups of five.		
ELT 7.6	Transport up to 5 mission specialists/passengers.		
<b>ELT 8.0</b>	<b>TRANSFER</b>		
ELT 8.1	Transfer up to 2 cubic yards of contraband.		
ELT 8.2	Transfer up to 500 pounds of contraband.		
ELT 8.3	Transfer detainees in groups of five.		
ELT 8.4	Transfer prisoners in groups of five.		
ELT 8.5	Transfer Up to 20 pounds of equipment (boarding kit).		
ELT 8.6	Transfer up to 5 mission specialists.		

**STATION**

<b>ELT 9.0 BOARD</b>		
ELT 9.1 Board U.S. fishing vessels within U.S. territorial waters (i.e., inside 12 nm).		MISLE, MSN, Staffing Study, LEAN Model
<b>ELT 10.0 INSPECT</b>		
ELT 10.1 Inspect all targets of interest to determine appropriate action.		
<b>ELT 11.0 TAKE CONTROL</b>		
ELT 11.1 Intercept 100 percent of detected drug trafficking TOIs within 50 nm of the coast or the Group AOR.	To limits of in place technology and current resources	NDRSMP
ELT 11.2 Intercept 100 percent of detected migrant TOIs within 50 nm of the coast or the Group AOR.	To limits of in place technology and current resources	NDRSMP
ELT 11.3 Take control of up to 5 persons and vessels of up to 65 feet encountered during a boarding without additional outside assistance.		
<b>ELT 12.0 REMAIN ON STATION</b>		
ELT 12.1 Patrol in seas up to 8 feet for up to 6 hours.		
<b>ELT 15.0 TOW</b>		
ELT 15.1 Tow vessels up to 150 tons.		
<b>ELT 17.0 INCAPACITATE</b>		
ELT 17.1 Employ the authorized use of force to compel compliance with CG orders.		

**MARINE SAFETY AND SECURITY (MSS)**

<b>PERFORMANCE EXPECTATION</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>MSS 1.0 SENSE</b>		
MSS 1.1 Receive and relay information regarding advanced notification of bulk-liquid cargo transfers and designated dangerous cargo transfers within the port area and at anchorages.	To limits of in place technology and current staffing and training	NDRSMP

**STATION**

MSS 1.2 Receive and relay information to the COTP regarding advance notice of arrival/departure of Special Interest Vessels (SIVs).	To limits of in place technology and current staffing and training	NDRSMP
MSS 1.3 Receive and relay information regarding commercial vessels, port activities, etc., when reported to unit.	To limits of in place technology	NDRSMP
<b>MSS 2.0 ASSESS</b>		
MSS 2.1 Participate with the group and COTP in waterway risk assessment to determine patrol requirement (G-MWP).		
<b>MSS 3.0 DECIDE</b>		
MSS 3.1 Provide resources for patrols needed to meet Group requirements after requested by COTP.		
<b>MSS 4.0 ACT</b>		
MSS 4.1 Provide support, security, and escort services in support of other agencies.	To limits of current resources	To be developed
MSS 4.2 Conduct patrols based on risk assessment, day or night, in moderate weather conditions, and report results.	To limits of current resources	To be developed
MSS 4.3 Enforce waterways management measures (enforce safety zone, etc.) to facilitate response.	To limits of current resources	MAR
MSS 4.4 Enforce COTP orders precluding vessels not complying with port-entry requirements from entering port.	To limits of current resources	MAR
MSS 4.5 Communicate to the waterway users regarding all special requirements in relation to marine events or other port conditions.	To limits of in place technology	NDRSMP, Staffing Study
MSS 4.6 Communicate information to waterway users regarding the status/establishment of limited-access areas.	To limits of in place technology	NDRSMP, Staffing Study
MSS 4.7 Communicate the availability of voluntary dockside exams to commercial fishing vessels during routine operations.		
<b>MSS 5.0 LOCATE</b>		
MSS 5.1 Locate vessels greater than 33 meters entering ports or waterways, approach at a range up to 12 nm and communicate related information via secure means.	To limits of in place technology	To be developed

**STATION**

MSS 5.2	Locate wood or plastic vessels, 15 feet and greater in length, at a range of 5 nautical miles.	To limits of in place technology	To be developed
<b>MSS 6.0</b>	<b>TRANSIT</b>		
MSS 6.1	Transit up to 25 nm offshore in seas up to 8 feet up to 6 hours.	To limits of platform capabilities	To be developed
<b>MSS 7.0</b>	<b>TRANSPORT</b>		
MSS 7.1	Transport a four person boarding team in seas up to 8 feet within 2 hours of notification.	To limits of platform capabilities	To be developed
<b>MSS 9.0</b>	<b>BOARD</b>		
MSS 9.1	Board possible intruders to a limited access area or regulated navigational area, up to 65 feet in length.	To limits of current staffing and training	Staffing Study
<b>MSS 16.0</b>	<b>ESCORT</b>		
MSS 16.1	Provide an escort for vessels of any size in seas up to 8 feet for a transit of up to 6 hours.	To limits of platform capabilities	RBM Project
<b>MSS 17.0</b>	<b>INCAPACITATE</b>		
MSS 17.1	Provide disabling fire out to a distance of 200 yards in strategic ports.	To be developed	To be developed

**DEFENSE OPERATIONS (DO)**

<b>PERFORMANCE EXPECTATION</b>		<b>Current Expectation</b>	<b>Future Plans</b>
<b>DO 5.0</b>	<b>LOCATE</b>		
DO 5.1	Detect/locate wood or plastic vessels, 15 feet and greater in length, at a range of 5 nm.	To limits of in place technology	To be developed
<b>DO 6.0</b>	<b>TRANSIT</b>		
DO 6.1	Intercept identified targets of interest at speeds from 5-15 knots, in seas of less than 8 feet.		
DO 6.2	Intercept hostile targets at speeds up to 35 knots on the surface in seas of less than 8 feet; within strategic ports and waterways.	To limits of current resources	RBM Project

**STATION**

DO 6.3 Intercept High Value assets to escort at speeds from 5-15 knots, in seas of less than 8 feet.		
DO 6.4 Transit to patrol areas within 2 hours of notification, in seas of less than 8 feet.		
<b>DO 7.0 TRANSPORT</b>		
DO 7.1 Transport up to 5 mission specialists (e.g., SOF, EOD, Government agents) carrying up to 50 lbs. of equipment each, in seas of less than 8 feet.		
DO 7.2 Transport detainees within or outside a controlled port, in groups of 5, in seas of less than 8 feet.		
DO 7.3 Transport personnel requiring MEDEVAC in groups of 2 (within a controlled port), in groups of 5 (outside), in seas of less than 8 feet.		
DO 7.4 Transport survivors in groups of 5, in seas of less than 8 feet.		
DO 7.5 Transport prisoners in groups of 5, in seas of less than 8 feet.		
DO 7.6 Transport deceased persons in groups of 5, in seas of less than 8 feet.		
DO 7.7 Transport up to 2 cubic yards and 500 lbs. of equipment, in seas of less than 8 feet.		
DO 7.8 Provide transport to specially trained boarding parties for detection of explosives.		
<b>DO 8.0 TRANSFER</b>		
DO 8.1 Transfer up to 5 mission specialists carrying up to 50 lbs. of equipment each.		
DO 8.2 Transfer prisoners in groups of 5.		
DO 8.3 Transfer survivors in groups of 5.		
DO 8.4 Transfer up to 2 cubic yards and 500 lbs. of equipment/weapons/munitions.		
<b>DO 9.0 BOARD</b>		
DO 9.1 Provide a 4 person armed boarding team in strategic ports and approaches during Threatcon conditions to board incapacitated, passive or cooperative hostile vessels and non-hostile vessels in seas up to 8 feet within 2 hours of notification.	To limits of current resources	Staffing Study

**STATION**

<b>DO 10.0 INSPECT</b>		
DO 10.1 Detect presence of contraband concealed on people, vehicles, and vessels hostile and/or uncooperative, in cargo holds (not including those housing hazardous materials), crew, passenger, and engineering spaces.	To limits of current resources	To be developed
<b>DO 11.0 TAKE CONTROL</b>		
DO 11.1 Take control of up to 5 prisoners, detainees, or non-hostile personnel.		
DO 11.2 Take control of hostile or non-hostile vessels up to 40 feet in length.		
DO 11.3 Take control of up to 150 lbs. seized contraband.		
<b>DO 12.0 REMAIN ON STATION</b>		
DO 12.1 Patrol in seas up to 8 feet for up to 6 hours without relief.		
<b>DO 14.0 MEDICAL SERVICES</b>		
DO 14.1 Provide Lifesaver services to casualties resulting from hostilities.	First Aid	Lifesaver
DO 14.2 Provide medical assistance, i.e., Lifesaver capability, 24X7.	First Aid	Lifesaver
<b>DO 15.0 TOW</b>		
DO 15.1 Tow captured/seized hostile vessels, detained vessels, and disabled friendly forces vessels up to 65 feet or 150 tons.	To limits of platform capabilities	MAR, as required
DO 15.2 Tow navigational aids to mark security zones.		
<b>DO 16.0 ESCORT</b>		
DO 16.1 Provide a minimum of two boats capable of escort duties for a transit of up to 6 hours to strategic ports.		
<b>DO 17.0 INCAPACITATE</b>		
DO 17.1 Provide disabling fire out to a distance of XXX yards in strategic ports.	To be developed	To be developed



## STATION

<b>PUBLIC AFFAIRS (PA)</b>		
<b>PERFORMANCE EXPECTATION</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>PA 1.0 SENSE</b>		
PA 1.1 Receive requests for public affairs support.	To limits of in place technology	Staffing Study
PA 1.2 Seek out communications outreach opportunities.		Staffing Study
<b>PA 4.0 ACT</b>		
PA 4.1 Engage and educate local and state elected officials, the media, and community on CG issues and matters of concern.		Staffing Study
PA 4.2 Promote public understanding and support the Coast Guard; keep the media informed of Coast Guard activities.		Staffing Study

**ANT**

<b>SEARCH AND RESCUE (SAR)</b>		
<b>PERFORMANCE EXPECTATIONS</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>SAR 1.0 SENSE</b>		
SAR 1.1 Receive Distress calls on Channel 16 when underway.	To limits of in place technology	NDRSMP
SAR 1.2 Monitor appropriate working frequency and Channel 16 when underway.	To limits of in place technology	NDRSMP
<b>SAR 4.0 ACT</b>		
SAR 4.1 Relay distress calls via most expedient means to operational commander.	To limits of in place technology	GMDSS, NDRSMP

<b>HAZARDOUS MATERIALS (HM)</b>		
<b>PERFORMANCE EXPECTATIONS</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>HM 1.0 SENSE</b>		
HM 1.1 Detect hazardous atmospheres or possible exposure to hazardous materials to safeguard personnel.	To limits of in place technology	To be determined

<b>MARITIME ENVIRONMENTAL PROTECTION (MEP)</b>		
<b>PERFORMANCE EXPECTATIONS</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>MEP 1.0 SENSE</b>		
MEP 1.1 Detect/report oil and hazardous substances discharges in the course of normal or directed operations, day or night, in moderate weather conditions, subject to HAZWOPR restrictions.		
<b>MEP 4.0 ACT</b>		
MEP 4.1 Take oil spill samples day or night, in moderate weather conditions, as directed by the on-scene coordinator subject to HAZWOPR restrictions.		To be determined

**ANT**

MEP 4.2 Deploy boom and absorbents, day or night, in moderate weather conditions as directed by the COTP via the Group subject to HAZWOPR restrictions.		To be determined
<b>MEP 9.0 REMAIN ON STATION</b>		
MEP 9.1 Provide a resource and crew(s) as necessary to remain on station as directed by operational commander.		

<b>SHORT RANGE AIDS TO NAVIGATION (SRA)</b>		
<b>PERFORMANCE EXPECTATIONS</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>SRA 1.0 SENSE</b>		
SRA 1.1 Receive reports of aids to navigation discrepancies from waterway users and other sources.	To limits of in place technology	NDRSMP
SRA 1.2 Conduct aid verification in vicinity of marine accident within 24 hours as directed by operational commander.	To limits of platform capabilities	
SRA 1.3 Monitor appropriate maritime frequencies.	To limits of in place technology	NDRSMP
SRA 1.4 Provide information on status of aids on assignment list when requested.	To limits of in place technology	
<b>SRA 3.0 DECIDE</b>		
SRA 3.1 Decide appropriate resource to respond in accordance with discrepancy response factor (DRF) standards.		
SRA 3.2 Decide proper asset to deploy to clear/repair/retrieve/replace aid.		
SRA 3.3 For primary assigned aids, determine servicing interval as figured in servicing interval flowchart (SIF).		
SRA 3.4 Establish/disestablish aids in accordance with District direction.		
SRA 3.5 Establish/disestablish wreck aids in accordance with District direction.		

**ANT**

<b>SRA 4.0 ACT</b>		
SRA 4.1 Report 100 percent of aids to navigation discrepancies by priority message to operational commander.		
SRA 4.2 Report all known navigational hazards to operational commander and other appropriate authorities.		
SRA 4.3 Report by message 100 percent of known or suspected battery releases into the environment.		
SRA 4.4 Correct all ATON discrepancies within DRF time lines.		
<b>SRA 5.0 LOCATE</b>		
SRA 5.1 Locate lost and/or submerged aids to navigation (e.g., buoys, piles) in depths of water up to 30 feet.	To limits of in place technology	To be determined
<b>SRA 6.0 TRANSIT</b>		
SRA 6.1 Safely navigate/maneuver to all aids on assignment list and withstand temporary intentional low impact grounding (soft bottom) as required to perform ATON work.		Coastal ATON MAR/Boat Acquisition
SRA 6.2 Break ice up to 6 inches at 2 knots for the purpose of servicing aids.		
SRA 6.3 Operate in shallow water and make beach landing in sea conditions up to a significant wave height of 2 feet, winds up to 25 knots, and current up to 4 knots.		Coastal ATON MAR/Boat Acquisition
<b>SRA 7.0 TRANSPORT</b>		
SRA 7.1 Transport up to five mission specialists.		
SRA 7.2 Efficiently transport aids to navigation equipment between aid position and storage/repair facility.		Coastal ATON MAR/Boat Acquisition
<b>SRA 8.0 TRANSFER</b>		
SRA 8.1 Transfer up to five persons to work/build aids to navigation in semi exposed and protected environments in sea condition up to a significant wave height of 3 feet, winds up to 25 knots, and current up to 4 knots, in depths of water from 2-25 feet.		Coastal ATON MAR/Boat Acquisition

**ANT**

SRA 8.2 Transfer buoys up to 5'X11' in semi exposed and protected environments in sea condition up to a significant wave height of 3 feet, winds up to 25 knots, and current up to 4 knots, in depths of water from 2-25 feet.		Coastal ATON MAR/Boat Acquisition
SRA 8.3 Transfer 15'X2' structures from boat to shore and shore to boat in semi exposed and protected environments in sea condition up to a significant wave height of 3 feet, winds up to 25 knots, and current up to 4 knots, in depths of water from 2-25 feet.		Coastal ATON MAR/Boat Acquisition
<b>SRA 10.0 INSPECT</b>		
SAR 10.1 Conduct aid verification in vicinity of marine accident within 24 hours as directed by operational commander.		
SRA 10.2 Track ATON batteries from cradle to grave.	To limits of in place technology	
SRA 10.3 Upon receipt of a new edition of the light list, verify accuracy of light list in area of operations within 30 days.	To limits of in place technology	
SRA 10.4 Upon receipt of local notice to mariners, verify accuracy of items noted for assigned aids within 24 hours.	To limits of in place technology	
SRA 10.5 Efficiently brush all aids in AOR.		
SRA 10.6 Ensure ATONIS database contains current and accurate information on all assigned primary and private aids.	To limits of in place technology	
<b>SRA 12.0 REMAIN ON STATION</b>		
SRA 12.1 Remain on station to build/service fixed aids to navigation in semi exposed and protected environments in sea condition up to a significant wave height of 3 feet, winds up to 25 knots, and current up to 4 knots, in depths of water from 2-25 feet.		Coastal ATON MAR/Boat Acquisition
SRA 12.2 Remain on station to set assigned buoys up to a 5'X11' on assigned position (AP) in semi exposed and protected environments in sea condition up to a significant wave height of 3 feet, winds up to 25 knots, and current up to 4 knots.		Coastal ATON MAR/Boat Acquisition

**ANT**

SRA 12.3    Remain on station to retrieve primary assigned aid up to 5'X11' in semi exposed and protected environments in sea conditions up to a significant wave height of 3 feet, winds up to 25 knots, and current up to 4 knots.		Coastal ATON MAR/Boat Acquisition
SRA 12.4    Remain on station to service primary assigned buoys up to 5'X11' in semi exposed and protected environments in sea conditions up to a significant wave height of 3 feet, winds up to 25 knots, and current up to 4 knots.		Coastal ATON MAR/Boat Acquisition
SRA 12.5    Remain on station to set secondary assigned buoys up to a 5'X11' list in semi exposed and protected environments in sea conditions up to a significant wave height of 3 feet, winds up to 25 knots, and current up to 4 knots.		Coastal ATON MAR/Boat Acquisition
SRA 12.6    Remain on station to retrieve secondary assigned buoys up to 5'X11' in semi exposed and protected environments in sea conditions up to a significant wave height of 3 feet, winds up to 25 knots, and current up to 4 knots.		Coastal ATON MAR/Boat Acquisition
SRA 12.7    Remain on station to service secondary assigned buoys up to 5'X11' in semi exposed and protected environments in sea conditions up to a significant wave height of 3 feet, winds up to 25 knots, and current up to 4 knots.		Coastal ATON MAR/Boat Acquisition
SRA 12.8    Remain on station for aids not on assignment list to correct discrepancies when directed and capable.		
SRA 12.9    Remain on station to maintain lighthouses in accordance with the Lighthouse Automation and Modernization Project. (Ref: WAMS)		Coastal ATON MAR/Boat Acquisition
SRA 12.10   Remain on station to recover lost and/or submerged aids to navigation in depths of water up to 30 feet.		To be determined
<b>SRA 15.0    TOW</b>		
SRA 15.1    Tow/reposition off-station buoys up to 8'X26'.		
<b>SRA 18.0    MARK</b>		
SRA 18.1    Provide recommendations for new aids or modifications to existing aids in AOR.		

**ANT**

<b>ICE OPERATIONS (IO)</b>		
<b>PERFORMANCE EXPECTATIONS</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>IO 5.0 LOCATE</b>		
IO 5.1 Locate other vessels, hazards to navigation, missing/discrepant aids to navigation.		
<b>IO 7.0 TRANSPORT</b>		
IO 7.1 Transport aid to navigation personnel (up to three people), buoys (3CI/3NI), and day boards when other forms of transportation are not available due to ice covered waters.		
<b>IO 21.0 ICEBREAK</b>		
IO 21.1 Break ice to support Coast Guard operational readiness.		Resolve WYTL issues, CG self-help issues

<b>ENFORCEMENT OF LAWS AND TREATIES (ELT)</b>		
<b>PERFORMANCE EXPECTATIONS</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>ELT 4.0 ACT</b>		
ELT 4.1 Report all suspected violations of any law to the operational commander.	To limits of in place technology and as able with staff and training	

<b>MARINE SAFETY AND SECURITY (MSS)</b>		
<b>NONE</b>		
<b>PUBLIC AFFAIRS (PA)</b>		
<b>PERFORMANCE EXPECTATIONS</b>	<b>Current Expectation</b>	<b>Future Plans</b>
<b>PA 1.0 ACT</b>		
PA 1.1 Promote public understanding and support of the Coast Guard; keep the public informed of Coast Guard activities.		